



U.S. Department of Transportation

Federal Aviation Administration

Washington, D.C.

Flight Standardization Board (FSB) Report

Revision: Original

Date: 06/15/1999

FAIRCHILD/DORNIER 328

DO-328-100 Turboprop

DO-328-300 Turbojet

James L. Martin
Chair, Flight Standardization Board

Federal Aviation Administration
Seattle Aircraft Evaluation Group
1601 Lind Ave SW
Renton, WA 98057

Telephone: (425) 917-6626

FAX: (425) 917-6638

TABLE OF CONTENTS

PART I-DO-328-100 and D-328-300 TRAINING, CHECKING, AND CURRENCY REQUIREMENTS

SECTION

1. PURPOSE AND APPLICABILITY
2. PILOT "TYPE RATING" REQUIREMENTS
3. "MASTER COMMON REQUIREMENTS" (MCRS)
4. "MASTER DIFFERENCE REQUIREMENTS" (MDRS)
5. ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" TABLES
6. FSB SPECIFICATIONS FOR TRAINING
7. FSB SPECIFICATIONS FOR CHECKING
8. FSB SPECIFICATIONS FOR CURRENCY
9. AIRCRAFT COMPLIANCE CHECKLIST

10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

11. APPLICATION OF FSB REPORT

12. ALTERNATE MEANS OF COMPLIANCE

13. MISCELLANEOUS

14. MISCELLANEOUS

15. SUPPLEMENTAL BOARD REPORT - PART II

APPENDIX 1 MDR TABLES

APPENDIX 2 ACCEPTABLE ODR TABLES

APPENDIX 3 ACCEPTABLE DIFFERENCE TRAINING PROGRAM FOR DO-328 SERIES
AIRCRAFT (MIXED FLEET OPERATIONS)

APPENDIX 4 DO-328-300 INITIAL/TRANSITION TURBOJET TRAINING PROGRAM

APPENDIX 5 DO-328-100 INITIAL/TRANSITION TURBOPROP TRAINING PROGRAM

APPENDIX 6 AIRCRAFT COMPLIANCE CHECKLIST

REVISION RECORD

REVISION NO.	SECTION	PAGE #s	DATE
ORIGINAL	ALL	ALL	

1. PURPOSE AND APPLICABILITY

1.1 This FSB report specifies FAA master training, checking and currency requirements applicable to crews operating DO-328-100 and DO-328-300 aircraft under FAR 121. Provisions of the report:

- a) Define pilot "type rating(s)" assigned to the DO-328-100 and the DO-328-300,
- b) Describe any unique requirements applicable to initial, transition, upgrade, or recurrent qualifications,
- c) Provide "Master Difference Requirements" for crews requiring differences qualification for mixed-fleet-flying or transition,
- d) Provide examples of acceptable "Operator Difference Requirement (ODR)" tables,
- e) Describe acceptable training program and device characteristics when necessary to establish compliance with pertinent MDRs,
- f) Set checking and currency standards including specifications of those checks that must be administered by FAA or operators and,
- g) List regulatory compliance status (compliance checklist) for the DO-328-100 and the D-328-300 for FARs, Advisory Circulars, or other operational criteria for information of FAA field offices.

1.2 This report includes:

- a) Minimum requirements which must be applied by FAA field offices, (e.g., MDRs, Type Rating designations, etc.),
- b) Information which is advisory in general, but may be mandatory for particular operators if the designated configurations apply and if approved for that operator (e.g., MDR footnotes, acceptable ODR tables), and
- c) Information which is used to facilitate FAA review of an aircraft type or variant proposed for use by an operator (e.g., compliance checklist for FAA Field Office use).

NOTE: Various sections within the report are qualified as to whether compliance is required considering the provisions of [AC 120-53](#), is recommended, or is advisory in nature.

1.3 This report addresses DO-328 variants including: DO-328-100 and DO-328-300. (See FAA Type data sheet)

1.4 Provisions of this report are effective until amended, superseded, or withdrawn by subsequent FSB determinations.

2. PILOT "TYPE RATING" REQUIREMENTS

2.1 Type Rating. In accordance with the provisions of FAR 1, 61 and 121, a pilot type rating is assigned to the DO-328-100, designated as "DO-328." A separate and new pilot rating is required for the D-328-300 Turbojet and is designated as "D-328JET."

2.2 This FSB report covers the differences training required between the DO-328-100 Turboprop and the DO-328-300 Turbojet aircraft. The FSB has evaluated the differences training requirements for pilot's transitioning from the DO-328-100 Turboprop to the DO-328-300 Turbojet only. The differences training required for transitioning from the DO-328-300 Turbojet to the DO-328-100 Turboprop has not been evaluated by the FSB. Therefore, currently if a pilot is trained and qualified in the DO-328-300 Turbojet and wants to be qualified in the DO-328-100 Turboprop, aircraft the pilot must complete a full initial/transition course of training.

3. "MASTER COMMON REQUIREMENTS" (MCRs)

3.1 Common requirements for all DO-328

3.1.1 Landing Minima Categories, FAR 97.3. All DO-328 airplanes are considered Category B aircraft for the purposes of determining "straight-in landing weather minima". For circling, the minima to be used are as specified in operation specifications for each operator.

3.1.2 Normal "Final Landing Flap Setting", FAR 91.126(c). The normal "final landing flap setting" per FAR 91.126(c) is considered to be "Flaps 32" for all DO-328 series aircraft. Flaps 20", however, may be used at crew's discretion considering winds, runway length, runway braking, or other relevant factors for the DO-328-100 Turboprop only.

3.1.3 "No Flap Approach". Training and checking applicable to DO-328 series aircraft requires demonstration of "no flap" approaches to 200 feet AGL, followed by a missed approach.

Other common requirements

3.2 No other special or unique requirements common to all DO-328 are identified beyond those provided by FARs 61, 91, and 121.

4. "MASTER DIFFERENCE REQUIREMENTS" (MDRs)

4.1 General Provisions

4.2 Master Difference Requirements. (MDRs) for the DO-328 100 and DO-328 300 are shown in Appendix 1. These provisions apply to mixed fleet flying of DO-328-series, when differences between variants exist

which affect crew knowledge, skills, or abilities related to flight safety (Level A or greater differences). These requirements also may be applied for transition between variants.

4.3 Difference Level Definitions (A/B/A, etc.). Difference level definitions are specified in accordance with (IAW) criteria outlined in [AC 120-53](#).

4.4 MDR Footnotes. Footnotes to MDR requirements (where they are used) define acceptable "required means" of compliance. A footnote can indicate requirements that are less or more restrictive than the basic designation depending on the significance of the differences between particular variants.

4.5 Terminology. The term "must" is used in this report and certain MDRs though it is recognized that this FSB report, and the Advisory Circular ([AC 120-53](#)) on which it is based, provides one acceptable means, but not necessarily the only means of compliance with FAR [121](#) Subpart N and O requirements. This terminology acknowledges the need for operators to fully comply with FSB report MDR and ODR provisions, if this AC method is to be applied as that operator's means of compliance with FAR [121](#). Operators who choose this method must comply with each applicable MDR provisions.

5. ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" (ODR) TABLES

5.1 ODR Tables. ODR tables are used to show an operator's compliance method. Acceptable Operator Difference Requirements tables for operators conducting mixed fleet operations, using the particular combination of DO-328 variants evaluated, are shown in Appendix 2. The ODR tables represent an acceptable means to comply with MDR provisions, for the aircraft evaluated, based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with aircraft having other differences, where compliance methods (e.g., devices, simulators, etc.) are different, or for combinations of aircraft not evaluated. For operators flying variants, which are the same as the aircraft used for the ODR table development, and using the same compliance methods, the ODR tables in Appendix 2 have been found acceptable by the FAA Equivalent tables, and therefore, may be approved by a POI for a particular operator.

5.2 Operator Preparation of ODR Tables. Operators flying "mixed fleet" variants with differences not shown on, or addressed by, the acceptable ODR tables attached in Appendix 2, or operators seeking different means of compliance, must prepare and seek FAA approval of specific ODR tables pertinent to their fleet.

5.3 ODR Table Coordination. New ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. Through this coordination, the FSB can ensure consistent treatment of variants between various operator's ODR tables and compatibility of the MDR table with MDR provisions.

5.4 ODR Table Distribution. Originally approved ODR tables are retained by the operator. Copies of approved DO-328 ODR tables are retained by the Certificate Holding District Office (CHDO). Copies of all approved ODR tables should be forwarded to the FSB Chairman, Seattle Aircraft Evaluation Group (AEG), SEA AEG.

5.5 DO-328 Mixed Fleet Flying. The definition of "mixed-fleet flying" for DO-328 variants is as specified in [AC 120-53](#). Typical examples of DO-328 mixed-fleet flying include situations in which crews alternately fly variants of the DO-328 within a bid period or between PC/PT events as follows:

- a) DO-328-100 Turboprop to DO-328-300 Turbojet
- b) DO-328-300 Turbojet to DO-328-100 Turboprop

NOTE: FSB has not evaluated the Turbojet to the Turboprop.

6. FSB SPECIFICATIONS FOR TRAINING

6.1 Assumptions Regarding Previous Experience of Airmen. The provisions of Section 6 of this report apply to programs for airmen who are experienced in both FAR 121 air carrier operations and multi-engine transport category turboprop aircraft. For airmen not having this experience, additional requirements may be appropriate, as determined by the POI, FSB, and AFS-200.

6.1.1 Pilots: Initial, Transition and Upgrade Ground and Flight Training.

6.1.2 Minimum Acceptable Training Requirements For Integrated DO-328 Programs. An acceptable ground training curriculum for a DO-328 program is specified in 6.1.7.1. A differences training program assumes a trainee has completed DO-328 initial or transition training, and that he or she will receive differences training on the other aircraft. Coverage of differences may be completed coincident with each phase of that training, or following completion of training on the first variant. For DO-328 programs already approved, reductions through provisions of 121.401(d) or 121.405(d), should not be made without coordination with the FSB. Less comprehensive programs will only be approved if equivalence can clearly be established or other special factors apply. Examples of special factors that may be considered by the FSB include such factors as allowing credit for previous applicable experience (i.e. operators implementing fleets who have crews previously qualified) or increases in the quality or effectiveness of the training process (i.e. new types of training devices).

6.1.3 DO-328 Individual Programs. Numerous training programs for any one DO-328 variant alone are already FAA approved. Principal Inspectors of operators initially introducing a DO-328 may approve programs consistent with programs previously approved for any one variant (e.g., an operator introducing a fleet of DO-328-100 with no differences between any of the individual aircraft). However, when such programs are approved, operators should be aware that if variants are to be added or differences are to be introduced, ODR table development and FAA approval is necessary prior to operation of those aircraft with differences. For information, regarding previously approved programs, FAA Principal Inspectors of other existing DO-328 operators may be consulted. In the event of uncertainty regarding evaluation of a proposed program, the FSB should be consulted.

6.1.4 DO-328 Programs Having More Than One Variant. Programs with more than one variant of DO-328 require differences training programs meeting criteria specified by MDR tables, or must have alternate approval as prescribed by Section 12. Operators may show that specific programs meet MDR requirements through preparation, FAA approval, and compliance with ODR tables. An example of an acceptable differences training program for a DO-328-100 and DO-328-300 integrated fleet is provided in the ODR tables of Appendix 2.

6.1.5 Differences Training Program for a DO-328 Integrated Fleet. Any DO-328 integrated fleet program that is less comprehensive than the programs shown in Appendix 2 should not be approved without

coordination with the FSB. The differences programs of Appendix 2 for a DO-328 integrated fleet assumes a trainee has completed DO-328 training for the other variant group(s). However, coverage of differences may be completed coincident with each phase of transition training, as well as following completion of transition to the first variant.

6.1.6 Existing DO-328 Integrated Training Programs. Less comprehensive programs than Appendix 2 should be reevaluated and will continue to be approved only if equivalence can clearly be established, or other special factors apply. Examples of special factors that may be considered by the FSB include such factors as allowing credit for previous applicable experience (e.g., operators implementing combined DO-328 fleets who have crews previously qualified on one of the variants) or increases in the quality or effectiveness of the training process (e.g., new types of training devices).

6.1.7 Ground Training (Academics) for the DO-328

6.1.7.1 Ground training in the following subjects for the DO-328-100 Turboprop and the DO-328-300 Turbojet are required:

- a) Aircraft General Description (Interior/Exterior)
- b) Powerplant
- c) Aircraft Systems (e.g., Hydraulics, Electrical, etc.)
- d) Limitations
- e) Performance
- f) Warnings and Cautions
- g) Normal/Abnormal Procedures
- h) Emergencies Procedures

6.1.8 Flight Training for the DO-328.

6.1.8.1 Flight Training, if accomplished should focus on the following events or maneuvers when transitioning between DO-328-100 Turboprop and the DO-328-300 Turbojet variants:

- a) Exterior Differences
- b) Cockpit/Cabin Familiarization
- c) Systems Tests and Checks
- d) Flight Control Malfunctions
- e) Electronic Engine Control System (ECU or EEC)

- f) Power Management Procedures
- g) No Flap Landing Procedure
- h) Normal Procedures
- i) Emergency Procedures

6.1.8.2 Minimum Acceptable Flight Training. The underlying objective in both flight and ground training is to train to proficiency.

6.2 Initial, Upgrade or Transition Training

6.2.1 Pilots: Initial, Transition and Upgrade Ground Training, FAR 121.419. Initial, transition or upgrade ground training for the DO-328 is accomplished in accordance with FAR 121 Subparts N, O, and Appendix E, or SFAR 58 (AQP), or under the provisions of a Training Center approved under FAR 142. When more than one variant is flown, or transition from one variant to another is accomplished, appropriate instruction in aircraft systems will be required for each variant, consistent with MDR provisions. Training program hours may be reduced as specified in FAR 121.405, but not in a manner or in areas that invalidate compliance with provisions of the MDR.

6.2.2 Pilots: Initial, Transition and Upgrade Flight Training, FAR 121.424. When initial, transition or upgrade flight training and practice specified in FAR 121.424 is accomplished, and both variants are to be flown, training is considered to suitably address each variant, since flight characteristics of both variants are the same or equivalent. Training program hours may be reduced as specified in FAR 121.405, but not in a manner or in areas that invalidate compliance with provisions of the MDR or ODR tables.

6.2.3 Crewmember Emergency Training, FAR 121.417. Crewmember emergency training in the DO-328 should be conducted IAW FAR 121.417 and the provisions of 8400.10, volume 3, chapter 10. Emergency training conducted in any variant applies to all variants.

6.3 Differences Training.

6.3.1 Differences Training, FAR 121.418. Unless an initial or transition program is completed for each variant, differences training is necessary for qualification in each DO-328 series as shown in the MDR. A training program addressing pertinent differences described by individual operator ODRs, including normal and abnormal operations is required for each aircraft flown.

6.4 Recurrent Training.

6.4.1 Recurrent Training, FAR 121.427. The FSB has established requirements for recurrent ground and flight training for each crewmember. Recurrent training must include appropriate training IAW FAR 121.427 for each DO-328 series flown. Recurrent training must be IAW the items and levels specified by MDR and ODR tables for initial differences training unless otherwise approved by the FSB.

6.4.2 Recurrent Flight Training. Recurrent flight training requires appropriate maneuvers and procedures identified in FAR 121, Appendix E for each variant. As permitted by FAR 121.427(d)(1)(ii), satisfactory completion of a proficiency check, IAW 121 Appendix F, may be substituted for training. When ODR table provisions identify differences in maneuvers or procedures between variants, such differences must be addressed in the operator's recurrent program.

6.4.3 Recurrent Training Level Adjustments. The FSB will consider proposals to establish recurrent differences training at levels other than those specified in the MDRs on a case by case basis. Any changes to FSB requirements will be identified through footnotes which modify basic MDR provisions. Requests for such changes should be made to the FSB through the Principal Operations Inspector (POI). If the FSB, subject to approval by AFS-200, accepts different levels for recurrent training or checking, provisions will be identified in amended MDR footnotes and revised provisions issued.

6.4.3.1 Recurrent Ground Training Time Reductions. If recurrent ground training for crewmembers is reduced below programmed hours required in FAR 121.427(c) IAW 121.405, such reductions must be consistent with MDR provisions.

6.5 Other Training.

6.5.1 LOFT Programs, FAR 121.409(b)(3). When operators have LOFT programs, POIs should review those programs to assure their suitability for the variants flown. If simulators used for LOFT have differences from variants actually flown, LOFT credits may be reduced or eliminated if such differences are determined to have a significant adverse effect on the effectiveness of LOFT.

6.5.2 Flight Attendants: Initial and Transition Ground Training, FAR 121.421. Due to similarities in cabin configuration, flight attendants may be jointly qualified in DO-328 variants. Such qualification, however, must address any differences in exits, communications, or emergency equipment when common qualification applies.

6.5.3 Aircraft Dispatchers: Initial and Transition, FAR 121.422. POIs should ensure that operators have complied with FAR 121.422 for the DO-328 as follows. Dispatchers may be simultaneously qualified for all DO-328 variants. However, if variants have different performance, procedures, or limitations, dispatchers must be trained to suitably address those differences. Records should reflect the variant(s) on which dispatchers are qualified.

7. FSB SPECIFICATIONS FOR CHECKING

7.1 General.

7.1.1 Checking Items. Knowledge, procedures, and maneuvers specified by FAR 61 and FAR 121 Appendix F pertinent to multi-engine transport aircraft apply to all DO-328 series. For FAR 121, checking items are accomplished for a DO-328 as specified by MDRs and ODRs to qualify in pertinent DO-328 series. For operations under FAR 91 or 125, because of significant differences which exist to that specified for FAR 121 may be appropriate as specified in 7.2.4.

7.1.2 Areas of Emphasis. The following areas of emphasis should be addressed during checks as necessary:

- a) Proficiency with manual and automatic flight in normal and non-normal situations must be demonstrated. For crews not experienced with AFCS, emphasis is related to proper mode selection and use, crew coordination when performing mode or data changes, and interpretation of annunciation's. For crews familiar with AFCS but not having recent experience with older generation flight instruments, navigation, manual capture of altitudes, raw data approaches, tracking of VOR radials/NDB bearings using an RMI and other such systems or procedures may require additional practice or review in one or more of the above areas,
- b) Proper outside visual scan without prolonged fixation on cockpit displays or controls should be consistently demonstrated. This is particularly true for FMS equipped aircraft, during failure of systems, and for variants which use manual or lengthy procedures for company communications rather than automated ACARS reporting,
- c) For EFIS aircraft properly setup, selection, and use of those displays should be demonstrated, particularly during instrument approaches,
- d) Proper speed management and control application during rotation and flare to preclude tail strikes on some variants, and
- e) When noise abatement procedures other than as specified by [AC 91-53](#) are used, proper performance of the alternate procedures should be addressed.

7.1.3 "No Flap" Approach. "No Flap" Approaches are required for DO-328 aircraft (see paragraph 3.1.3).

7.2 Type Ratings.

7.2.1 Oral and Written Tests. Unless otherwise specified by ODR tables, an oral or written portion of a type rating practical test need only address the DO-328 variant to be flown or to be used for the conduct of the test. If information related to other variants are a factor in conducting an oral or written test, the applicant should be advised, not later than the time of application for the test, as to which other variant(s) may be addressed by the test.

7.2.2 Practical Test. Airmen must complete the necessary type rating practical test of FAR [61](#) in both the DO-328-100 Turboprop and the DO-328-300 Turbojet for issuance of a pilot type rating. However before airmen serve as PIC under FAR [121](#) in a variant group other than that in which a type rating practical test was completed, checking for differences in accordance with MDR provisions must be completed. Operators qualifying aircrews in one or more DO-328 variants, and who conduct the "interior/exterior visual preflight inspection" portion of practical tests under the provisions of ATA Exemption 4416 (as amended), may apply provisions of that exemption in common to all DO-328 variants. However, where crewmembers fly several DO-328 variants and differences exist, operators should account for those differences in a manner acceptable to FAA when applying provisions of Exemption 4416.

7.2.3 Application For and Issuance of Type Ratings. Airmen completing pertinent FAR 61 requirements in either the DO-328-100 Turboprop or DO-328-300 Turbojet in accordance with FSB requirements described in this report, may apply to the FAA for the appropriate DO-328 type rating endorsement. Upon completion of required tests, and submission of an application (FAA Form 8710-1), authorized FAA inspectors or designees may issue the necessary pilot certificate with type rating.

7.2.4 Additional Factors for Practical Tests for Applicants Not Employed Under FAR 121.

a) When possible, a practical test for an applicant not employed under FAR 121 (e.g., issuance of a type rating under FAR 61 for an airman not employed by a FAR 121 operator or FAR 142 related training center, etc...) should be conducted in a variant of the same group as the variant intended to be flown (e.g., Test conducted using a DO-328-100 Turboprop for an applicant intending to fly a DO-328-100 Turboprop).

- 1) Completion of differences qualification in accordance with or equivalent to that specified for FAR 121, for the specific DO-328 to be flown, or
- 2) Completion of a proficiency check in accordance with FAR 61.58 for the DO-328 within the variant group to be flown, or
- 3) Completion of a proficiency check in accordance with or equivalent to that specified by FAR 121, or other equivalent check for the DO-328 within the DO-328 variant group to be flown.

7.3 Proficiency Checks.

7.3.1 General. Proficiency checks are administered as designated in FARs 61.58 and 121.441 and FAR Appendix F for the DO-328, except as may be specified or permitted by MDR and ODR tables. A proficiency check in both the DO-328-100 Turboprop and DO-328-300 Turbojet is required. Such checks should assess knowledge and acceptable levels of skill, considering crew position. When several DO-328 variants are used by an operator, one aircraft is typically selected as the basic model, and a sufficient number of questions on the other model are covered to ensure effectiveness of differences preparation. The preflight and equipment examination portion of initial and recurrent proficiency checks must address each variant of the DO-328 being operated by the flight crewmember. These checks must be administered by an authorized check airman or operationally qualified FAA Safety Inspector. Satisfactory completion of a proficiency check may be substituted for recurrent flight training IAW FAR 121.433(c).

7.4 Authorized FAA Inspector Pilots. For the purposes of airmen certification, authorized FAA Inspector Pilots (or Aircrew Program Designees/APDs) are those having completed appropriate qualification in the appropriate DO-328 aircraft. Completion of an approved differences training course for the other model aircraft is required for those individuals who will be expected to perform certification duties in both variants.

7.4.1 Recurrent Proficiency Checks. Only those FAA Inspector Pilots having completed appropriate qualification on any DO-328 series which is defined as either Initial, Transition, or Differences Training, may conduct ATP type rating checks in the DO-328. FAA Inspector Pilots qualified in the applicable

DO-328 type must conduct PIC proficiency checks and authorize completion of PIC IOE until such time as properly qualified check airmen have been approved for this purpose.

7.5 Operating Experience ([AC 120-53](#) or [FAR 121.434](#)). Considering the requirements specified by the ODR Tables, IOE required by [FAR 121.434](#) applies to the to both the DO-328-100 turboprop aircraft and the DO-328-300 Turbojet aircraft. IOE is required to be completed in both models. Provisions of this paragraph also do not preclude additional and separate requirements which otherwise may be necessary, such as for compliance with [FAR 121.445](#) regarding operations in special areas or into special airports. Operating experience and IOE pertinent to each flight crewmember must be obtained while serving in a primary flight crew position. IOE must also address pertinent differences between the DO-328 variant aircraft.

8. FSB SPECIFICATIONS FOR CURRENCY

8.1 Currency (Recency of Experience)-[FAR 121.439](#).

8.1.1 General. For operations not involving mixed-fleet flying, [FAR 121.439](#) applies directly. In programs involving mixed-fleet flying, compliance with [FAR 121.439](#) may require consideration of additional factors as described below. For such programs approved through ODR tables, currency is in accordance with [AC 120-53](#), MDRs and approved ODRs.

8.1.2 Level B Currency. A variety of means for establishing compliance with Level B currency for differences have been found acceptable for DO-328 programs. Examples include the following:

- a) Issuance of a bulletin which directs crews to review particular operating manual differences information if a particular variant has not been flown within a specified time interval (e.g., Review of limitations and procedures differences),
- b) Crew certification on a dispatch release that they have reviewed pertinent information for the particular variant to be flown on that trip, within an operator specified time interval,
- c) Explicit tracking of currency requirements based on logbook entries, ACARS data, or other reliable administrative records, or
- d) Recurrent Training/Checking which addresses the features of each pertinent variant group during each training or checking event.

8.1.3 Use of the Term "Segment" as Applied to Currency. For the purposes of this FSB report, a segment consists of the following flight phases or maneuvers: Preflight, Start, Takeoff, Climb, Cruise, Descent, Approach, Landing and Shutdown. Credit for a segment requires that a crewmember serve in an appropriate cockpit crew position during the necessary flight phases or maneuvers, but does not require the crewmember to physically control the aircraft or autopilot during those maneuvers. For example, both pilots may take credit for a segment even though only one actually controls the aircraft during the takeoff and landing. Pilots may not take credit for a segment by observation from a jump seat.

8.2 Re-Establishing Currency Related to Differences.

8.2.1 General. Flight crewmembers not meeting currency requirements related to differences may re-establish currency as specified by [AC 120-53](#) and as approved in ODR tables, or as provided in FAR [121.439\(b\)](#). If currency is re-established by conducting takeoffs and landings in accordance with FAR [121.439\(b\)](#), pertinent ODR items must be addressed.

8.2.2 Re-establishing Level B Currency. A variety of means for re-establishing compliance with Level B currency have been found acceptable for DO-328 programs. An example would be a crewmember review of pertinent differences training materials or bulletins per the operator's guidelines. However, when using this method, if a period of greater than 6 months has elapsed for PICs or 12 months for SICs without flying Level B variants, then differences requalification is appropriate. Differences requalification is accomplished for the respective PIC or SIC by:

- a) Satisfying the same MDRs and ODRs as for initial differences qualification, or
- b) Completing an approved recurrent training course or proficiency check which meets the provisions of paragraph 6.4 or 7.3 of this report.

9. AIRCRAFT COMPLIANCE CHECKLIST

9.1 Compliance Checklist. Compliance checklists are provided as an aid to FAA Certificate Holding District Offices (CHDO) to identify those specific rules or policies for which compliance has already been demonstrated to the FAA for a particular type, variant, or variant group. The checklist also notes rules or policies which remain to be demonstrated to CHDOs by operators. Not all rules or policies or variants are necessarily listed or addressed. When differences exist between the variant(s), which were evaluated with the compliance checklist and the variant(s) used by an operator, the CHDO evaluates those differences and approves use of the variant, if the variant provides equivalent compliance with FARs or FAA policies. It remains the responsibility of a Certificate Holding District Office to review compliance with pertinent rules or policies not already satisfactorily addressed in the compliance checklist, prior to FAR [121](#) approval of an operator for use of the DO-328.

9.2 Discussion of Specific Compliance Checklist Items.

9.2.1 DO-328 Forward Observer Seat. The forward observer seat on all variants of the DO-328 as evaluated, satisfies the requirement of FAR [121.581](#).

10. RESERVED

11. APPLICATION OF FSB REPORT

11.1 Operators of DO-328 Aircraft. Relevant parts of this report (i.e., Type Rating Designation, training and checking, etc) are effective when this report is approved by the FAA. Sections or paragraphs of this report related to differences (i.e., MDRs, ODRs, etc.) must be voluntarily applied unless otherwise approved by AFS-200. These provisos may be applied to Transition Programs at the discretion of the operator.

12. ALTERNATE MEANS OF COMPLIANCE

12.1 Approval Level and Approval Criteria. Alternate means of compliance to differences requirements of FAR 121 Subpart N and O for the DO-328, other than specified in the provisions of this report, must be approved by AFS-200. If alternate compliance is sought, operators will be required to establish that proposed alternate means provide an equivalent level of safety to the provisions of AC 120-53 and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation or other evidence may be required.

12.2 Equivalent Safety Requirements. In the event alternate compliance is sought, training program hour reductions, simulator approvals and device approvals may be significantly limited and reporting requirements may be increased to assure equivalent safety. The FAA will generally not consider relief through alternate compliance means unless sufficient lead time has been planned by an operator to allow for any necessary testing and evaluation.

12.3 Unforeseen Circumstances. In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with MDR provisions, the operator(s) may seek an interim equivalent program rather than a permanent alternate compliance method. Financial arrangements, schedule adjustment, and other reasons are not considered "unforeseen circumstances" for the purposes of this provision.

13. MISCELLANEOUS

(TBD)

APPENDIX 1

MDR TABLES

MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

AIRPLANE TYPE		FROM AIRPLANE				
RATING: DO-328-100 (Turboprop)						
T O A I R P L A N E	D-328 -100 GAU With RNAV	DO-328-100				
		A/A/A				
		(1)(2)(3)(4)(5)(6)(7)(8)				
T O A I R P L	D-328-JET	E/E/E				
		(1)(2)(3)(4)(5)(6)(7)(8)				

A						
N						
E						

Notes:

(1). E - Denotes level D training or checking which at least requires use of specific level E training devices with detailed characteristics specified in Advisory Circulars [AC 120-53](#) and [AC 120-45A](#).

(2) Installation of FMS on the DO-328 airplane requires a training, device capable of training flight crews in real time.

(3) Installation of Dual IRU, Dual AHRS, single IRU/AHRS requires (A/A/A) training.

(4) Installation of Flight Dynamics (HGS) CAT 11 requires (E/E/E) training, checking.

(5) Installation of (DGPS) requires (B/B/B) training.

(6) Installation of Honeywell CAT 11 requires (E/E/E) training, checking.

(7) Installation of EGPWS requires (B/B/B) training.

(8) Installation of TCAS requires (B/B/B) training.

APPENDIX 2

OPERATOR DIFFERENCE REQUIREMENTS (ODR) TABLE

Difference Aircraft: D-328JET				COMPLIANCE METHOD						
BASE AIRCRAFT : DO-328-100				TRAINING					CHECKING	
APPROVED BY (POI): _____										
DESIGN FEATURE DIFFERENCES	REMARKS	FLT	PROC	LVL	LVL	LVL	LVL	LVL		
		CHAR	CHNG	A	B	C	D	E	FLT	CURR
ATA 27 Ground Spoilers	General System Auto deployment on landing Spoiler sequencing	NO	YES		Aided Instruction				C	B
ATA 29 Hydraulic system	General System A and Main Pump System A accumulators System B and Main Pump System B accumulators System B DC standby pump Change Over Valve (COV)	NO	YES		Aided Instruction				B	B

	Limitations Normal and Emergency Procedures									
ATA 32 Brake System	System A brake and anti-skid system System B brake and anti-skid system Emergency / Parking brake system Limitations and Emergency procedures	NO	YES		Aided Instruction				B	B
ATA 71 Power Plant	PW 306 Turbofan, Installation, operation and FADEC controls. Fan and Core Modules Bleed air system, starting procedures Lubrication system Engine Fuel system Ignition system Limitations Normal and Emergency procedures	YES	YES		Aided Instruction				E	90 Days

Difference Aircraft: D-328JET				COMPLIANCE METHOD						
BASE AIRCRAFT : DO-328-100				TRAINING					CHECKING	
APPROVED BY (POD): _____										
SYSTEM DIFFERENCES	REMARKS	FLT	PROC	LVL	LVL	LVL	LVL	LVL		
		CHAR	CHNG	A	B	C	D	E	FLT	CURR
ATA 21 Pressurization system	General Pressurization control system Limitations changes	NO	YES		Aided Instruction				A	B
ATA 24 Electrical System	DC Generator / AC Alternator, supply Limitation revised Normal / Emergency procedures	NO	YES		Aided Instruction				A	B
ATA 26 Fire protections	General Engine fire protection Cargo fire detection Cargo fire protection	NO	YES		Aided Instruction				A	B
ATA 28 Fuel System	General Fuel transfer and engine feed Added 2 nd Jet Pump in each feeder tank Limitations Normal and	NO	YES		Aided Instruction				A	B

	Emergency procedures									
ATA 30 Ice and Rain Protection	General Engine inlet anti-icing, inlet probes and spinner Elevator and rudder anti-icing sequencing Limitations Normal and Emergency procedures	NO	YES		Aided Instruction				B	B

Difference Aircraft: D-328JET				COMPLIANCE METHOD						
BASE AIRCRAFT : DO-328-100				TRAINING					CHECKING	
APPROVED BY (POI): _____										
SYSTEM DIFFERENCES	REMARKS	FLT	PROC	LVL	LVL	LVL	LVL	LVL		
		CHAR	CHNG	A	B	C	D	E	FLT	CURR
ATA 32 Landing Gear	System A extension and retraction Indications and warnings System B landing gear extension Nose wheel steering system (activation) Limitations Normal and Emergency	NO	YES		Aided Instruction				B	90 Days

	procedures									
ATA 31 Primus 2000 Update	General Avionics update (GAU)	NO	YES		Aided Instruction				A	
ATA 34 FMS	Software 5.0 update, GPS and Non precision approach capability added.	NO	YES		Aided Instruction				C	90 Days
ATA 35 Oxygen	General Bottle Location Change	NO	YES		Aided Instruction				A	B
ATA 36 Bleed Air System	Engine starting, Engine bleed air External air for starting Limitation Normal and Emergency procedures	NO	YES		Aided Instruction				A	B
ATA 49 APU	Essential DC Electrical Bleed Air supply operation	NO	YES		Aided Instruction				A	B

Difference Aircraft: D-328JET					COMPLIANCE METHOD					
BASE AIRCRAFT : DO-328-100					TRAINING					CHECKING
APPROVED BY (POI): _____										
MANEUVER										
DIFFERENCES	REMARKS	FLT	PROC	LVL	LVL	LVL	LVL	LVL		

		CHAR	CHNG	A	B	C	D	E	FLT	CURR
ATA 34 Wind shear Guidance EGPWS	Visual and Oral Warning of Wind shear	YES	YES					FFS or ACFT	E	90 Days
Pre-Flight								FFS or ACFT	E	90 Days
Engine Start								FFS or ACFT	E	90 Days
Taxi								FFS or ACFT	E	90 Days
Take Off								FFS or ACFT	E	90 Days
Climb								FFS or ACFT	E	90 Days
Cruise								FFS or ACFT	E	90 Days
Descent								FFS or ACFT	E	90 Days
Approach								FFS or ACFT	E	90 Days
Landing								FFS or ACFT	E	90 Days
Shutdown								FFS or ACFT	E	90 Days
Emergencies Procedures								FFS or ACFT	E	90 Days

APPENDIX 3

ACCEPTABLE DIFFERENCE TRAINING PROGRAM FOR DO-328 MIXED FLEET OPERATIONS

Aircraft Systems Training

Day One

<u>Subjects</u>	<u>Hours</u>
Aircraft General	1.5
Lighting	0.5
Emergency Equipment	0.5
Primus 2000	4.0

Day Two

<u>Subjects</u>	<u>Hours</u>
Primus 2000	2.5
Electrical System	1.0
Hydraulics	1.0
Landing Gear, NWS	1.0
Brakes, A-Skid, Spoilers	1.0

Day Three

<u>Subjects</u>	<u>Hours</u>
Powerplant	3.5
APU	1.0
Bleed Air, ECS	1.5
Pressurization	0.5

Day Four

<u>Subjects</u>	<u>Hours</u>
Flight Controls	1.0
Fuel System	1.0
Ice & Rain Protection	1.0
Fire Protection	0.5
Oxygen	0.5
Performance, W&B	2.5

Day Five

<u>Subjects</u>	<u>Hours</u>
Review, Worksheets, limitations	2.5
Examination, Transition exam and review	2.0
Pre-flight inspection, Aircraft or photo system	2.0

Aircraft Flight Training

Module 1

I. Preflight Briefing (2.0 Hours)

- A. Introduction and Orientation
- B. Review Pilot Training Records
- C. Overview of Flight Training
- D. Flows and Check Lists
 - 1. Philosophy
 - 2. Execution
 - a. Initialization Flow
 - (1) External Ground Power
 - (2) Start Checklist
 - b. First Flight Checklist
 - c. Before Starting Engines Checks
 - d. After Start Flow and Checks
 - e. Taxi Checks
 - f. Daily Checks
 - g. Before Takeoff Checks
 - h. After Takeoff Checks
 - i. Cruise Checks
 - j. Descent Checks
 - k. Approach Checks
 - l. Before Landing Checks
 - m. After Landing Checks
- E. Cockpit Familiarization
 - 1. Seat Controls and Position
 - 2. Center Console Controls

3. Use of Speed and Altitude Tapes
4. Switch and Button Positions
5. Pitch Control
6. Trim Methods

F. Interior / Exterior Pre-Flight

G. Profiles

1. Normal Takeoff (Raw Data)
2. ADI Pitch References
3. Steep Turns
4. Configuration Changes (Raw Data)
5. Normal ILS (Raw Data)
6. Normal Landing

II. Flight Training (2.0 Hours) PIC SIC

A. Initialization Flow A, C A, C

1. APU

B. First Flight Flow and Checks A, C A, C

C. Before Starting Engine Checks A, C A, C

D. Normal Engine Start Procedures A, C A, C

E. After Start Flow and Checks A, C A, C

F. Aircraft Taxi A, C A, C

G. Taxi Checks A, C A, C

H. Daily Checks A, C A, C

I. Before Takeoff Checks A, C A, C

J. Normal Takeoff A, C A, C

1. w/Flight Director

K. After Takeoff Checks A, C A, C

L. Climb and En route A, C A, C

1. w/Flight Director

M. Cruise Checks A, C A, C

N. Straight and Level Flight A, C A, C

1. w/Flight Director

2. Raw Data

O. Turns A, C A, C

1. 20 Degrees of Bank using Raw Data

P. Climbs and Descents A, C A, C

1. Raw Data Constant Speed and Vertical Velocity

Q. Configuration Changes A, C A, C

1. w/Flight Director

R. Holding A, C A, C

S. Stalls A, C A, C

1. Clean Configuration

2. Take-off Configuration

3. Landing Configuration

T. Descent Checks A, C A, C

U. APU Start Procedures A, C A, C

V. Approach Checks A, C A, C

W. Before Landing Checks A, C A, C

X. Normal ILS A, C A, C

1. w/Flight Director

Y. Missed Approach A, C A, C

Z. VOR Approach A, C A, C

AA. Normal Approach A, C A, C

BB. After Landing Flow and Checks A, C A, C

CC. Single Engine Taxi Procedures A, C A, C

DD. Engine Shutdown Flow and Checks A, C A, C

1. Using APU

EE. Securing Aircraft Checks A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 2

Module 2

I. Preflight Briefing (1.0 Hour)

Rejected Takeoff

A. Emergency Descent

B. FMS Holding

C. Approach Phase Course Reversals

1. LOC Approach

2. VOR Approach

E. "Engine Fire After V1 or In-Flight" QRG

F. "EP Brake Press Low" QRG

II. Flight Training (2.0 Hours) PIC SIC

A. "External Air Start" Conditional Check A, C A, C

- B. Initialization Flow A, C A, C
- C. First Flight Checks or Acceptance Checks A, C A, C
- D. Before Starting Engine Checks A, C A, C
- E. Normal Engine Start Procedures A, C A, C
- F. After Start Flow and Checks A, C A, C
- G. Aircraft Taxi A, C A, C
- H. Taxi Checks A, C A, C
- I. Daily Checks A, C A, C
- J. Before Takeoff Checks A, C A, C
- K. Rejected Takeoff A, C A, C
- L. Lower Than Standards Minimums Takeoff (PIC) A, C A, C
- M. After Takeoff Checks A, C A, C
- N. Climb and En route A, C A, C
 - 1. "LNAV FLCH" Mode
 - a. FMS Airway Intercept
 - 2. GP-300 Crew Coordination
- O. Cruise Checks A, C A, C
- P. Emergency Descent A, C A, C
- Q. Approach Checks A, C A, C
- R. VOR Approach with Course Reversal (w/Auto Pilot) A, C A, C
- S. Missed Approach A, C A, C
- T. FMS Hold A, C A, C
- U. "Engine Fire After V1 or In-Flight" QRG A, C A, C
- V. Single Engine LOC Approach With Course Reversal A, C A, C

W. Vectored Missed Approach A, C A, C

X. ILS Approach (w/Flight Director) A, C A, C

Y. Normal Landing A, C A, C

Z. After Landing Flow and Checks A, C A, C

AA. Engine Shutdown Flow and Checks A, C A, C

BB. Securing Aircraft Checks A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 3

Module 3

I. Preflight Briefing (1.0Hour)

A. "Elevator Control System Jammed" QRG

B. High Speed ILS

C. Use of Anti/De-Ice Equipment

D. "Anti Skid Fail" QRG

II. Preflight Training (2.0 Hours) PIC SIC

A. Initialization Flow (Optional) A, C A, C

B. First Flight Checks or Acceptance Checks (Optional) A, C A, C

C. Before Starting Engine Checks A, C A, C

D. Normal Engine Start Procedures A, C A, C

 1. Crossbleed-No APU Bleed A, C A, C

E. After Start Flow and Checks A, C A, C

F. "ANTI SKID FAIL" QRG A, C A, C

G. Aircraft Taxi A, C A, C

- H. Taxi Checks A, C A, C
- I. Daily Checks (Optional) A, C A, C
- J. Before Takeoff Checks A, C A, C
- K. Lower Than Standards Minimums Takeoff (PIC) A, C A, C
- L. After Takeoff Checks A, C A, C
- M. Climb and En route A, C A, C
 - 1. “LNAV VNAV” Mode
 - a. FMS Direct
 - 2. GP-300 Crew Coordination
- N. Cruise Checks A, C A, C
- O. Steep Turns A, C A, C
- P. Stalls A, C A, C
 - 1. Clean configuration
 - 2. Takeoff configuration
 - 3. Landing configuration
- Q. Descent Checks A, C A, C
- R. “ELEVATOR CONTROL JAMMED” QRG A, C A, C
- S. Approach Checks A, C A, C
- T. NDB Approach with Course Reversal (with Auto Pilot) A, C A, C
- U. Rejected Landing (50 Feet) A, C A, C
- V. Holding A, C A, C
- W. Single Engine ILS Approach (Coupled) A, C A, C
- X. Missed Approach A, C A, C
- Y. High Speed ILS (w/Auto Pilot or Flight Director Only) A, C A, C

- Z. Vectored Missed Approach A, C A, C
- AA. Single Engine VOR Approach (AP or Flt Dir Only) A, C A, C
- BB. Circling Approach A, C A, C
- CC. Single Engine Landing A, C A, C
- DD. After Landing Flow and Checks (Optional) A, C A, C
- EE. Engine Shutdown Flow and Checks (Optional) A, C A, C
- FF. Securing Aircraft Checks (Optional) A, C A, C
- III. Post Flight Briefing (1.0 Hour)
 - A. Review and Critique Student's Performance
 - B. Review Module 4

Module 4

- I. Preflight Briefing (1.0 Hour)
 - 1** A. "APU Fire or Severe Damage" QRG
 - 2** B. "Engine Fire Before V1" QRG
 - C. Emergency Evacuation
 - D. Wind Shear Avoidance and Recovery
- II. Flight Training (2.0 Hours) PIC SIC
 - A. Initialization Flow (Optional) A, C A, C
 - B. First Flight Checks or Acceptance Checks (Optional) A, C A, C
 - C. Before Starting Engine Checks (Optional) A, C A, C
 - D. Abnormal Engine Start Procedures (Optional) A, C A, C
 - E. After Start Flow and Checks (Optional) A, C A, C
 - F. Aircraft Taxi (Optional) A, C A, C
 - G. Taxi Checks (Optional) A, C A, C

H. Daily Checks (Optional) A, C A, C

I. “APU Fire or Severe Damage” QRG A, C A, C

J. Rejected Takeoff A, C A, C

K. Emergency Evacuation A, C A, C

L. Before Takeoff Checks (Optional) A, C A, C

M. Engine Fire on Takeoff A, C A, C

N. “Engine Fire Before V1” QRG A, C A, C

O. Lower Than Standard Minimums Takeoff (PIC) A, C A, C

P. After Takeoff Checks A, C A, C

Q. Climb and En route A, C A, C

R. Cruise Checks A, C A, C

S. Emergency Descent A, C A, C

T. Approach Checks A, C A, C

U. Single Engine ILS (w/Auto Pilot or Flight Director) A, C A, C

V. Single Engine Missed Approach A, C A, C

W. FMS Holding A, C A, C

X. Single Engine ASR Approach A, C A, C

Y. Single Engine Landing A, C A, C

Z. Normal Takeoff A, C A, C

AA. Vectors to Visual Approach A, C A, C

BB. Wind shear Recovery C C

CC. Non-Precision Approach A, C A, C

DD. Zero Flap Landing A, C A, C

EE. After Landing Flow and Checks (Optional) A, C A, C

FF. Engine Shutdown Flow and Checks (Optional) A, C A, C

GG. Securing Aircraft Checks (Optional) A, C A, C

III. Post Flight Briefing (1.0 Hour) Review and Critique Student's Performance

A. Review Module 5

Module 5

I. Preflight Briefing (1.0 Hour) A. Reinforce Student's Weak Areas

B. Aircraft Preflight (Using either Aircraft or Approved Pictorial Device)

C. "ESS Bus Fail" QRG

D. "Flap Control Fail" QRG

II. Flight Training (2.0 Hours) PIC SIC

A. Initialization Flow (Optional) A, C A, C

B. First Flight Checks or Acceptance Checks (Optional) A, C A, C

C. Before Starting Engine Checks (Optional) A, C A, C

D. Normal Engine Start Procedures (Optional) A, C A, C

E. After Start Flow and Checks (Optional) A, C A, C

F. Aircraft Taxi (Optional) A, C A, C

G. Taxi Checks (Optional) A, C A, C

H. Daily Checks (Optional) A, C A, C

I. Hi -Taxi (tiller) Failure A, C A, C

J. Before Takeoff Checks A, C A, C

K. After Takeoff Checks A, C A, C

L. Climb and En route A, C A, C

M. EES Bus Short A, C A, C

N. "Smoke Removal" QRG A, C A, C

O. Cruise Checks A, C A, C

P. Steep Turns A, C A, C

Q. Stalls A, C A, C

 1. Clean Configuration

 2. Takeoff Configuration

 3. Landing Configuration

R. Descent Checks A, C A, C

S. Approach Checks A, C A, C

T. ILS Approach to 100 Ft (w/Auto Pilot) A, C A, C

U. Rejected Landing (50 Feet) A, C A, C

V. FMS Holding A, C A, C

W. "Engine Fire After V1 or In-Flight" QRG A, C A, C

X. Single Engine VOR Approach A, C A, C

Y. Engine Air Start A, C A, C

Z. "Flap Control Fail" QRG A, C A, C

AA. "Flapless Landing" QRG A, C A, C

BB. Non-Precision Approach A, C A, C

CC. Circling Approach A, C A, C

DD. Flapless Landing A, C A, C

EE. Engine Failure at V1 A, C A, C

FF. Single Engine ILS (w/Auto Pilot or Flight Director) A, C A, C

GG. Single Engine Landing A, C A, C

HH. Engine Fire on Takeoff A, C A, C

II. Ground Evacuation A, C A, C

JJ. After Landing Flow and Checks (Optional) A, C A, C

KK. Engine Shutdown Flow and Checks (Optional) A, C A, C

LL. Securing Aircraft Checks (Optional) A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Checkride procedures

Module 6 (required for Simulator only program)

I. Preflight Briefing (1.0 Hour)

A. Brief on LOFT scenario objectives

B. Instructors role before, and during LOFT flight

C. No jeopardy environment

D. Re-training in deficient areas as required

II. Flight Training (4.0 Hours) PIC SIC

A. LOFT Scenario chosen from approved plans C C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review overall crew and flight coordination

APPENDIX 4

INITIAL/TRANSITION TURBOJET TRAINING PROGRAM

Aircraft Systems Training

Day One

Subjects

Hours

Introductions / Course Materials	0.5
Aircraft General	2.5
Lighting	1.0
Emergency Equipment	1.0
Procedures, Checklists, Profiles, MEL	3.0

Day Two

<u>Subjects</u>	<u>Hours</u>
Review – A/C General, Lighting, Emergency Equipment	1.0
Electrical System	4.0
Procedures, Checklists, Profiles, MEL, Wt. & Balance	3.0

Day Three

<u>Subjects</u>	<u>Hours</u>
Review – Electrical System	1.0
Primus 2000 – General, EDS, Warning Systems, GPWS/TCAS	4.0
Procedures, Checklists, Profiles, MEL	1.5
FMS PTT	1.5

Day Four

<u>Subjects</u>	<u>Hours</u>
Review – Primus 2000 General, Warning System	1.0

Primus 2000 – Communication, Navigation, FMS, AFCS 3.5

Procedures, Checklists, Profiles, MEL 1.5

FMS PTT 2.0

Day Five

<u>Subjects</u>	<u>Hours</u>
-----------------	--------------

Review – Primus 2000 Comm. Nav, AFCS, FMS	1.0
---	-----

Hydraulic – General	2.0
---------------------	-----

Landing Gear, NWS, Brakes	2.0
---------------------------	-----

Procedures, Checklists, Profiles, MEL	1.5
---------------------------------------	-----

FMS PTT	1.5
---------	-----

Day Six

<u>Subjects</u>	<u>Hours</u>
-----------------	--------------

Review – Hydraulics, NWS, Gear, Brakes	1.0
--	-----

Powerplant	3.0
------------	-----

APU	1.0
-----	-----

Procedures, Checklists, Profiles, MEL	1.5
---------------------------------------	-----

FMS PTT	1.5
---------	-----

Day Seven

<u>Subjects</u>	<u>Hours</u>
-----------------	--------------

Review – Powerplant, APU	1.0
--------------------------	-----

Bleed Air & Air-conditioning	3.0
------------------------------	-----

Pressurization	2.0
----------------	-----

Procedures, Checklists, Profiles, MEL, Performance	2.0
--	-----

Day Eight

<u>Subjects</u>	<u>Hours</u>
-----------------	--------------

Review – Bleed Air, ECS, Pressurization	1.5
---	-----

Flight Controls	2.5
-----------------	-----

Fuel System	2.0
-------------	-----

Procedures, Checklists, Profiles, MEL, Performance	2.0
--	-----

Day Nine

<u>Subjects</u>	<u>Hours</u>
-----------------	--------------

Review – Fuel, Flight Controls	1.0
--------------------------------	-----

Ice & Rain Protection	2.0
-----------------------	-----

Fire Protection	1.0
-----------------	-----

Oxygen	1.0
--------	-----

Procedures, Checklists, Profiles, MEL, Performance	2.0
--	-----

Day Ten

<u>Subjects</u>	<u>Hours</u>
-----------------	--------------

Review – All systems	2.0
----------------------	-----

Examination	3.0
-------------	-----

Flight Training Curriculum Segment

Programmed Hours: Initial - 20.0

Transition - 16.0

Upgrade - 16.0

A. Objective:

To provide an opportunity for flight crewmembers to acquire the skills and knowledge necessary to perform to required standards. (Ref: 121.424).

Successful completion of flight training is validated by appropriate testing and checking.

The programmed hours need not be met if the applicant is able to show proficiency in all flight curriculum areas.

The preflight briefing may be accomplished in a classroom environment, static aircraft, simulator or training device.

The Flight Training Modules list required training events that must be completed during initial, transition, or upgrade flight training for each crewmember position. Each module will specify the training device that may be used. If flight simulators are used, credit for a particular procedure or maneuver may be taken only when using the phase simulator approved for that maneuver or procedure. "A" denotes aircraft, "C" denotes Level C (or higher) simulator.

Flightcrew members will not be advanced to the Qualification stage without the Instructors' recommendation.

B. Modules

Flight Training – Initial Programmed Hours: 20.0

PIC

SIC

20.0

20.0

Module 1

I. Preflight Briefing (2.0 Hours)

A. Introduction and Orientation

B. Review Pilot Training Records

C. Overview of Flight Training

D. Flows and Check Lists

1. Philosophy
2. Execution
 - a. Initialization Flow
 - (3) External Ground Power
 - (4) Battery Start Checklist
 - f. First Flight Checklist
 - g. Before Starting Engines Checks
 - h. After Start Flow and Checks
 - i. Taxi Checks
 - j. Daily Checks
 - k. Before Takeoff Checks
 - l. After Takeoff Checks
 - m. Cruise Checks
 - n. Descent Checks
 - o. Approach Checks
 - p. Before Landing Checks
 - q. After Landing Checks

E. Cockpit Familiarization

1. Seat Controls and Position
2. Center Console Controls
3. Use of Speed and Altitude Tapes
4. Switch and Button Positions

5. Pitch Control

6. Trim Methods

F. Interior / Exterior Pre-Flight

G. Profiles

1. Normal Takeoff (Raw Data)

2. ADI Pitch References

3. Steep Turns

4. Configuration Changes (Raw Data)

5. Normal ILS (Raw Data)

6. Normal Landing

II. Flight Training (2.0 Hours)

PIC SIC

A. Cockpit Familiarization A, C A, C

B. Initialization Flow A, C A, C

1. External Ground Power

2. Battery Start Conditional Checklist

C. First Flight Flow and Checks A, C A, C

D. Before Starting Engine Checks A, C A, C

E. Normal Engine Start Procedures A, C A, C

F. After Start Flow and Checks A, C A, C

G. Aircraft Taxi A, C A, C

1. Use Rudder and Tiller

H. Taxi Checks A, C A, C

I. Daily Checks A, C A, C

J. Before Takeoff Checks A, C A, C

K. Normal Takeoff A, C A, C

1. Raw Data

L. After Takeoff Checks A, C A, C

M. Climb and En route A, C A, C

1. Raw Data

N. Cruise Checks A, C A, C

O. Straight and Level Flight A, C A, C

1. Raw Data

3 P. Turns A, C A, C

4 1. 20 Degree Raw Data

5 2. Steep Turns

6 Q. Climbs and Descents A, C A, C

7 1. Raw Data Constant Speed and Vertical Velocity

8 R. Configuration Changes A, C A, C

9 1. Raw Data

10 S. Descent Checks A, C A, C

11 T. Approach Checks A, C A, C

U. Before Landing Checks A, C A, C

V. Normal ILS A, C A, C

1. Raw Data

W. Normal Landing From an ILS A, C A, C

X. After Landing Flow and Checks A, C A, C

Y. Engine Shutdown Flow and Checks A, C A, C

1. Using External Ground Power

Z. Securing Aircraft Checks A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 2

Module 2

I. Preflight Briefing (2.0 Hours)

A. AUTO Flight Modes

1. GP-300 Buttons and Their Functions

a) Corresponding PFD Depiction's

2. GP-300 Crew Coordination

B. Profiles

1. Normal Takeoff (w/Flight Director)

2. Configuration Changes (w/Flight Director)

3. Holding

4. Stalls

5. Normal ILS (w/Flight Director)

6. Missed Approach

7. VOR Approach

8. Single Engine Taxi Procedures

III. Flight Training (2.0 Hours) PIC SIC

B. Initialization Flow A, C A, C

2. APU

B. First Flight Flow and Checks A, C A, C

- C. Before Starting Engine Checks A, C A, C
- D. Normal Engine Start Procedures A, C A, C
- E. After Start Flow and Checks A, C A, C
- F. Aircraft Taxi A, C A, C
- G. Taxi Checks A, C A, C
- H. Daily Checks A, C A, C
- I. Before Takeoff Checks A, C A, C
- J. Normal Takeoff A, C A, C
 - 1. w/Flight Director
- K. After Takeoff Checks A, C A, C
- L. Climb and En route A, C A, C
 - 1. w/Flight Director
- M. Cruise Checks A, C A, C
- N. Straight and Level Flight A, C A, C
 - 1. w/Flight Director
 - 2. Raw Data
- O. Turns A, C A, C
 - 1. 20 Degrees of Bank using Raw Data
- P. Climbs and Descents A, C A, C
 - 1. Raw Data Constant Speed and Vertical Velocity
- Q. Configuration Changes A, C A, C
 - 1. w/Flight Director
- R. Holding A, C A, C
- S. Stalls A, C A, C

1. Clean Configuration
2. Take-off Configuration
3. Landing Configuration

T. Descent Checks A, C A, C

U. APU Start Procedures A, C A, C

V. Approach Checks A, C A, C

W. Before Landing Checks A, C A, C

X. Normal ILS A, C A, C

1. w/Flight Director

Y. Missed Approach A, C A, C

Z. VOR Approach A, C A, C

AA. Normal Approach A, C A, C

BB. After Landing Flow and Checks A, C A, C

CC. Single Engine Taxi Procedures A, C A, C

DD. Engine Shutdown Flow and Checks A, C A, C

1. Using APU

EE. Securing Aircraft Checks A, C A, C

IV. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 3

Module 3

- I. Preflight Briefing (1.0 Hour)

A. Abnormal Start Procedures

B. "Engine Failure After V1 or In-Flight" QRH

C. Single Engine ILS Procedure

D. Single Engine Missed Approach

E. Engine Air-start Procedures

F. Circling Approach

II. Flight Training (2.0 Hours)

PIC SIC

A. Initialization Flow A, C A, C

1. External Ground Power

B. First Flight Flow and Checks A, C A, C

C. Before Starting Engine Checks A, C A, C

1. Hot Start

2. No ITT Start

D. After Start Flow and Checks A, C A, C

E. Aircraft Taxi A, C A, C

F. Taxi Checks A, C A, C

G. Daily Checks A, C A, C

H. Before Takeoff Checks A, C A, C

I. Instrument Takeoff A, C A, C

J. After Takeoff Checks A, C A, C

K. Climb and En route A, C A, C

1. "HDG FLCH" Mode

2. Cruise Checks

L. Stalls A, C A, C

1. Clean Configuration

2. Take-off Configuration

3. Landing Configuration

N. In-Flight Engine Fire A, C A, C

1. Engine Shutdown Procedures

O. Descent Checks A, C A, C

P. Approach Checks A, C A, C

Q. Single Engine ILS (w/Flight Director) A, C A, C

R. Missed Approach A, C A, C

S. Engine Air-Start Procedures A, C A, C

T. VOR Approach or LOC Approach A, C A, C

U. Circling Approach A, C A, C

V. Normal Landing A, C A, C

W. After Landing Flow and Checks A, C A, C

X. Engine Shutdown Flow and Checks A, C A, C

1. Using External Ground Power

Y. Securing Aircraft Checks A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 4

Module 4

I. Preflight Briefing (1.0 Hour)

A. Use of FMS

1. Direct Routing

2. Airway Intercepts

3. Instrument Approaches

B. "NWS PWR Up Fail" QRH

C. "NWS Fail" QRH

D. "Engine Failure or Severe Damage After V1 or In-Flight" QRH

E. "Flapless Landing" QRH

F. ASR Approach

II. Flight Training (2.0 Hours)

PIC SIC

A. Initialization Flow A, C A, C

1. "COLD APU" Checks

B. First Flight Flow and Checks A, C A, C

C. Before Starting Engine Checks A, C A, C

D. Normal Engine Start Procedures A, C A, C

E. After Start Flow and Checks A, C A, C

1. APU Shutdown

F. "NWS PWR Up Fail" QRH A, C A, C

G. Aircraft Taxi A, C A, C

H. Taxi Checks A, C A, C

I. Daily Checks A, C A, C

J. Before Takeoff Checks A, C A, C

K. Lower Than Standards Minimums Takeoff (PIC) A, C A, C

L. Engine Failure at V1 A, C A, C

M. After Takeoff Checks A, C A, C

N. Climb and En route A, C A, C

O. Cruise Checks A, C A, C

P. Steep Turns A, C A, C

Q. Descent Checks A, C A, C

R. Approach Checks A, C A, C

S. Single Engine ILS (w/Flight Director) A, C A, C

T. Vectored Missed Approached A, C A, C

U. Single Engine VOR (w/Auto Pilot) A, C A, C

V. Rejected Landing (50 Feet) A, C A, C

W. Single Engine ASR Approach A, C A, C

X. Zero Flap Single Engine Landing A, C A, C

Y. After Landing Flow and Checks A, C A, C

1. APU Start

Z. Engine Shutdown Flow and Checks A, C A, C

II. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 5

Module 5

I. Preflight Briefing (1.0 Hour)

A. Rejected Takeoff

B. Emergency Descent

C. FMS Holding

D. Approach Phase Course Reversals

1. LOC Approach

2. VOR Approach

E. "Engine Fire After V1 or In-Flight" QRH

F. "EP Brake Press Low" QRH

II. Flight Training (2.0 Hours)

PIC SIC

A. "Battery Start" Conditional Check A, C A, C

B. Initialization Flow A, C A, C

C. First Flight Checks or Acceptance Checks A, C A, C

D. Before Starting Engine Checks A, C A, C

E. Normal Engine Start Procedures A, C A, C

F. After Start Flow and Checks A, C A, C

G. Aircraft Taxi A, C A, C

H. Taxi Checks A, C A, C

I. Daily Checks A, C A, C

J. Before Takeoff Checks A, C A, C

K. Rejected Takeoff A, C A, C

L. Lower Than Standards Minimums Takeoff (PIC) A, C A, C

M. After Takeoff Checks A, C A, C

N. Climb and En route A, C A, C

1. "LNAV FLCH" Mode

b. FMS Airway Intercept

2. GP-300 Crew Coordination

O. Cruise Checks A, C A, C

P. Emergency Descent A, C A, C

Q. Approach Checks A, C A, C

R. VOR Approach with Course Reversal (w/AP) A, C A, C

S. Missed Approach A, C A, C

T. FMS Hold A, C A, C

U. "Engine Fire After V1 or In-Flight" A, C A, C

V. Single Engine LOC Approach With Course Reversal (w/Flight Director) A, C A, C

W. Vectored Missed Approach A, C A, C

X. ILS Approach (w/Flight Director) A, C A, C

Y. Normal Landing A, C A, C

Z. After Landing Flow and Checks A, C A, C

AA. Engine Shutdown Flow and Checks A, C A, C

BB. Securing Aircraft Checks A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 6

Module 6

I. Preflight Briefing (1.0Hour)

GG. "ELEVATOR CONTROL SYSTEM JAMMED" QRH

HH. High Speed ILS

II. Use of Anti/De-Ice Equipment

JJ. "ANTI SKID FAIL" QRH

II. Preflight Training (2.0 Hours) PIC SIC

A. Initialization Flow (Optional) A, C A, C

B. First Flight Checks or Acceptance Checks A, C A, C
(Optional)

C. Before Starting Engine Checks A, C A, C

D. Normal Engine Start Procedures A, C A, C

1. Crossbleed-No APU Bleed A, C A, C

E. After Start Flow and Checks A, C A, C

F. "ANTI SKID FAIL" QRH A, C A, C

G. Aircraft Taxi A, C A, C

H. Taxi Checks A, C A, C

I. Daily Checks (Optional) A, C A, C

J. Before Takeoff Checks A, C A, C

K. Lower Than Standards Minimums Takeoff (PIC) A, C A, C

L. After Takeoff Checks A, C A, C

M. Climb and En route A, C A, C

1. "LNAV VNAV" Mode

a. FMS Direct

3. GP-300 Crew Coordination

N. Cruise Checks A, C A, C

O. Steep Turns A, C A, C

P. Stalls A, C A, C

Q. Descent Checks A, C A, C

R. "Elevator Control System Jammed" A, C A, C

S. Approach Checks A, C A, C

T. NDB Approach with Course Reversal A, C A, C

U. Rejected Landing (50 Feet) A, C A, C

V. Holding A, C A, C

W. Single Engine ILS Approach (Coupled) A, C A, C

X. Missed Approach A, C A, C

Y. High Speed ILS (w/Auto Pilot or Flight Director Only) A, C A, C

Z. Vectored Missed Approach A, C A, C

AA. Single Engine VOR Approach (w/Auto Pilot or FD) A, C A, C

BB. Circling Approach A, C A, C

CC. Single Engine Landing A, C A, C

DD. After Landing Flow and Checks (Optional) A, C A, C

EE. Engine Shutdown Flow and Checks (Optional) A, C A, C

FF. Securing Aircraft Checks (Optional) A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 7

Module 7

I. Preflight Briefing (1.0 Hour)

A. “BAT 1 OR BAT 2 OVHT” QRH

II. Flight Training (2.0 Hours)

PIC SIC

A. Initialization Flow (Optional) A, C A, C

B. First Flight Checks or Acceptance Checks (Optional) A, C A, C

C. Before starting Engine Checks (Optional) A, C A, C

D. Normal Engine Start Procedures (Optional) A, C A, C

E. After Start Flow and Checks (Optional) A, C A, C

F. Aircraft Taxi (Optional) A, C A, C

G. Taxi Checks (Optional) A, C A, C

H. Daily Checks (Optional) A, C A, C

I. Before Takeoff Checks (Optional) A, C A, C

J. Engine Failure at V1 A, C A, C

K. After Takeoff Checks A, C A, C

L. Climb and En route A, C A, C

M. Cruise Checks A, C A, C

N. Descent Checks A, C A, C

O. Approach Checks A, C A, C

P. Single Engine ILS (w/Auto Pilot or Flight Director) A, C A, C

Q. Single Engine Landing A, C A, C

R. Normal Takeoff A, C A, C

S. “ENGINE FIRE AFTER V1 OR IN-FLIGHT” QRH A, C A, C

A. Single Engine VOR (w/Auto Pilot or Flight Director) A, C A, C

U. Rejected Landing (50Feet) A, C A, C

V. FMS Hold A, C A, C

W. “BAT 1 OVHT” A, C A, C

X. Single Engine Non-Precision Approach A, C A, C

Y. Single Engine Landing A, C A, C

Z. After Landing Flow and Checks (Optional) A, C A, C

AA. Engine Shutdown Flow and Checks (Optional) A, C A, C

BB. Securing Aircraft Checks (Optional) A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student’s Performance

B. Review Module 8

DO-328 Module 8

I. Preflight Briefing (1.0 Hour)

A. “APU Fire or Severe Damage” QRH

B. “Engine Fire Before V1” QRH

C. Emergency Evacuation

D. Wind Shear Avoidance and Recovery

II. Flight Training (2.0 Hours)

PIC SIC

A. Initialization Flow (Optional) A, C A, C

B. First Flight Checks or Acceptance Checks (Optional) A, C A, C

C. Before Starting Engine Checks (Optional) A, C A, C

D. Abnormal Engine Start Procedures (Optional) A, C A, C

E. After Start Flow and Checks (Optional) A, C A, C

F. Aircraft Taxi (Optional) A, C A, C

G. Taxi Checks (Optional) A, C A, C

H. Daily Checks (Optional) A, C A, C

- I. “APU Fire or Severe Damage” QRH A, C A, C
- J. Rejected Takeoff A, C A, C
- K. Emergency Evacuation A, C A, C
- L. Before Takeoff Checks (Optional) A, C A, C
- M. Engine Fire on Takeoff A, C A, C
- N. “Engine Fire Before V1” QRH A, C A, C
- O. Lower Than Standard Minimums Takeoff (PIC) A, C A, C
- P. After Takeoff Checks A, C A, C
- Q. Climb and En route A, C A, C
- R. Cruise Checks A, C A, C
- S. Emergency Descent A, C A, C
- T. Approach Checks A, C A, C
- U. Single Engine ILS (w/Auto Pilot or Flight Director) A, C A, C
- V. Single Engine Missed Approach A, C A, C
- W. FMS Holding A, C A, C
- X. Single Engine ASR Approach A, C A, C
- Y. Single Engine Landing A, C A, C
- Z. Normal Takeoff A, C A, C
- AA. Vectors to Visual Approach A, C A, C
- BB. Wind shear Recovery C C
- CC. Non-Precision Approach A, C A, C
- DD. Zero Flap Landing A, C A, C
- EE. After Landing Flow and Checks (Optional) A, C A, C
- FF. Engine Shutdown Flow and Checks (Optional) A, C A, C
- GG. Securing Aircraft Checks (Optional) A, C A, C
- III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 9

Module 9

I. Preflight Briefing (1.0 Hour)

A. Reinforce Student's Weak Areas

B. Review Aircraft Preflight (Using either Aircraft or Approved Pictorial Device)

C. "ESS Bus Fail" QRH

D. "Flap Control Fail" QRH

II. Flight Training (2.0 Hours)

PIC SIC

A. Initialization Flow (Optional) A, C A, C

B. First Flight Checks or Acceptance Checks (Optional) A, C A, C

C. Before Starting Engine Checks (Optional) A, C A, C

D. Normal Engine Start Procedures (Optional) A, C A, C

E. After Start Flow and Checks (Optional) A, C A, C

F. Aircraft Taxi (Optional) A, C A, C

G. Taxi Checks (Optional) A, C A, C

H. Daily Checks (Optional) A, C A, C

I. Hi -Taxi (tiller) Failure A, C A, C

J. Before Takeoff Checks A, C A, C

K. After Takeoff Checks A, C A, C

L. Climb and En route A, C A, C

M. EES Bus Short A, C A, C

N. "SMOKE REMOVAL" QRH A, C A, C

O. Cruise Checks A, C A, C

P. Steep Turns A, C A, C

Q. Stalls A, C A, C

1. Clean Configuration

2. Takeoff Configuration

3. Landing Configuration

S. Descent Checks A, C A, C

T. Approach Checks A, C A, C

U. ILS Approach to 100Ft (w/Auto Pilot) A, C A, C

V. Rejected Landing (50 Feet) A, C A, C

W. FMS Holding A, C A, C

X. "Engine Fire After V1 or In-Flight" QRH A, C A, C

Y. Single Engine VOR Approach A, C A, C

Z. Engine Air Start A, C A, C

AA. "Flap Control Fail" QRH A, C A, C

BB. "Flapless Landing" QRH A, C A, C

CC. Non-Precision Approach A, C A, C

DD. Circling Approach A, C A, C

EE. Flapless Landing A, C A, C

FF. Engine Failure at V1 A, C A, C

GG. Single Engine ILS (w/Auto Pilot or Flight Director) A, C A, C

HH. Single Engine Landing A, C A, C

II. Engine Fire on Takeoff A, C A, C

JJ. Ground Evacuation A, C A, C

KK. After Landing Flow and Checks (Optional) A, C A, C

LL. Engine Shutdown Flow and Checks (Optional) A, C A, C

MM. Securing Aircraft Checks (Optional) A, C A, C

III. Post Flight Briefing (1.0 Hour)

A. Review and Critique Student's Performance

B. Review Module 10

Module 10

I. Preflight Briefing (1.0 Hour)

A. Review Weak Areas from Module 9

II. Flight Training (2.0 Hours)

PIC SIC

A. Initialization Flow (Optional) A, C A, C

B. First Flight Checks or Acceptance Checks (Optional) A, C A, C

C. Before Starting Engine Checks (Optional) A, C A, C

D. Abnormal Engine Start Procedures (Optional) A, C A, C

E. After Start Flow and Checks (Optional) A, C A, C

F. Aircraft Taxi (Optional) A, C A, C

G. Taxi Checks (Optional) A, C A, C

H. Daily Checks (Optional) A, C A, C

I. Before Takeoff Checks A, C A, C

J. Lower Than Standard Minimums Takeoff (PIC) A, C A, C

K. After Takeoff Checks A, C A, C

L. Climb and En route A, C A, C

M. Cruise Checks A, C A, C

N. Steep Turns A, C A, C

O. Stalls A, C A, C

1. Clean Configuration

2. Departure Configuration

3. Landing Configuration

S. Descent Checks A, C A, C

- T. Approach Checks A, C A, C
- U. ILS Approach to 100 Ft (w/Auto Pilot) A, C A, C
- V. Rejected Landing (50 Feet) A, C A, C
- W. FMS Holding A, C A, C
- X. "Engine Fire After V1 or In-Flight" QRH A, C A, C
- Y. Single Engine VOR Approach with Course Reversal (w/Auto Pilot or Flight Director) A, C A, C
- Z. Normal Landing from a Circling Approach A, C A, C
- AA. Engine Failure at V1 A, C A, C
- BB. Single Engine ILS (w/Auto Pilot or Flight Director) A, C A, C
- CC. Single Engine Landing A, C A, C
- DD. Normal Takeoff A, C A, C
- EE. Vectors to a visual approach A, C A, C
- FF. "Flap Control Fail" QRH A, C A, C
- GG. "Flapless landing" QRH A, C A, C
- HH. Raw Data Flapless Landing A, C A, C
- II. Engine Fire on Takeoff A, C A, C
- JJ. Ground Evacuation A, C A, C
- KK. After Landing Flow and Checks (Optional) A, C A, C
- LL. Engine Shutdown Flow and Checks (Optional) A, C A, C
- MM. Securing Aircraft Checks (Optional) A, C A, C
- III. Post Flight Briefing (1.0 Hour)
- A. Review and Critique Student's Performance

APPENDIX 5

INITIAL/TRANSITION TURBOPROP TRAINING PROGRAM

Aircraft Systems Training

Day One

<u>Subjects</u>	<u>Hours</u>
Introductions / Course Materials	0.5
Aircraft General	2.5
Lighting	1.0
Emergency Equipment	1.0
Procedures, Checklists, Profiles, MEL	3.0
Day Two	

<u>Subjects</u>	<u>Hours</u>
Review – A/C General, Lighting, Emergency Equipment	1.0
Electrical System	4.0
Procedures, Checklists, Profiles, MEL, Wt. & Balance	3.0
Day Three	

<u>Subjects</u>	<u>Hours</u>
REVIEW – ELECTRICAL SYSTEM	1.0
Primus 2000 – General, EDS, Warning Systems, GPWS/TCAS	4.0
Procedures, Checklists, Profiles, MEL	1.5
FMS PTT	1.5
Day Four	

<u>Subjects</u>	<u>Hours</u>
Review – Primus 2000 General, Warning System	1.0
Primus 2000 – Communication, Navigation, FMS, AFCS	3.5
Procedures, Checklists, Profiles, MEL	1.5
FMS PTT	2.0

Day Five

<u>Subjects</u>	<u>Hours</u>
Review – Primus 2000 Comm. Nav, AFCS, FMS	1.0
HYDRAULIC – GENERAL	2.0
Landing Gear, NWS, Brakes	2.0
Procedures, Checklists, Profiles, MEL	1.5
FMS PTT	1.5

Day Six

<u>Subjects</u>	<u>Hours</u>
Review – Hydraulics, NWS, Gear, Brakes	1.0
Powerplant	3.0
APU	1.0
Procedures, Checklists, Profiles, MEL	1.5
FMS PTT	1.5

Day Seven

<u>Subjects</u>	<u>Hours</u>
Review – Powerplant, APU	1.0
Bleed Air & Air-conditioning	3.0
Pressurization	2.0
Procedures, Checklists, Profiles, MEL, Performance	2.0

Day Eight

<u>Subjects</u>	<u>Hours</u>
------------------------	---------------------

Review – Bleed Air, ECS, Pressurization	1.5
Flight Controls	2.5
Fuel System	2.0
Procedures, Checklists, Profiles, MEL, Performance	2.0
Day Nine	

<u>Subjects</u>	<u>Hours</u>
Review – Fuel, Flight Controls	1.0
Ice & Rain Protection	2.0
Fire Protection	1.0
Oxygen	1.0
Procedures, Checklists, Profiles, MEL, Performance	2.0
Day Ten	

<u>Subjects</u>	<u>Hours</u>
Review – All systems	2.0
Examination	3.0
Aircraft Pre-flight	3.0

INITIAL EQUIPMENT SIMULATOR TRAINING MODULE

SIMULATOR TRAINING:

A. Simulator (SIM 1) Module

1.0 Hour Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hour Debriefing

1. This training lesson will review the profiles for normal takeoff, ILS approaches, steep turns, and stalls. This training lesson will advise the new trainee(s) of general safety practices in and around the simulator. This training lesson will not incorporate any emergencies or abnormalities. The objective of this lesson is to let the trainee(s) develop a feeling for the flight characteristics, air loading and checklist use integrated with flying the simulator. The trainee(s) will be expected to achieve the stated objectives and demonstrate smooth flight control.

EVENTS

Pre-Flight Briefing

Cockpit Setup

Flows

Checklist procedures

APU or Ground power

Normal Engine Start

Crew Resource Management

Pre-start procedures

Start procedures

After start checklist

Taxiing

Daily Checks

Pre-Takeoff checklists

Take-off

Normal

Cross Wind

Climb

Area departure

VMC to IMC conditions

Published SID

FMS navigation

In-Flight Maneuvers

Holding

Steep turns

Clean configuration stall

Take-off configuration stall

Landing configuration stall

Descent

Normal

Approaches

ILS Normal coupled

Landings

Normal

Cross wind

From and ILS approach

After Landing

Taxiing

After landing checklists

Parking

Securing Aircraft

Systems Procedures During Airborne Phase

Normal system operations

Post Flight Briefing

Review any unsatisfactory area relative to normal procedures and basic systems knowledge.

Emphasize careful review of checklists, flows and profiles for the next training period.

Assign preparation of aircraft performance data information for the next session

Supply all necessary environmental and aircraft informational.

Assign review of checklist for new events.

SIMULATOR TRAINING:

A. Simulator (SIM-2) Module

1.0 Hours Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hours Debriefing

1. This training lesson will review the profiles for normal takeoff, ILS approaches, steep turns, and stalls. missed approach, and non-precision approaches. This training lesson will incorporate normal and abnormal operation of aircraft systems. The objective of this training lesson is to let the trainee(s) develop a feeling for other than normal situations. The trainee(s) will be expected to achieve the stated objectives and demonstrate smooth flight control.

EVENTS:

Pre-Flight Briefing

Cockpit setup

Flows

Checklist procedures

APU or Ground power

Engine Start

Crew resource Management

Pre-start procedures

Hot start procedures

After start procedures

Taxiing

First Flight Day checks

Daily Checks

Pre-Takeoff checklists

Takeoff

Cross wind

Climb

Area departure

Published SID

FMS Navigation

In-Flight Maneuvers

Holding

Steep turns

Clean configuration stall

Take-off configuration stall

Landing configuration stall

Descent

Normal

Approaches

Normal ILS approach

Non-precision approach (VOR)

Missed approach from ILS

Landings

Normal

Cross wind

From Non-precision approach

After Landing

Taxiing

After landing checklists

Parking

Securing Aircraft - APU or External power available

Systems Procedures during Airborne Phase

Normal system operations

Electrical system failures

Post Flight Briefing

Review any unsatisfactory areas relative to normal procedures and basic systems knowledge.

Review any unsatisfactory areas relative to abnormal system operations or failures

Emphasize careful review of checklists, flows and profiles for the next training period.

Assign preparation of aircraft performance data information for the next session

Supply all necessary environmental and aircraft informational.

Assign review of checklist for new events.

SIMULATOR TRAINING:

A. Simulator (SIM-3) Module

1.0 Hours Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hours Debriefing

1. This training lesson will review the profiles for instrument takeoffs, ILS approaches, rejected landings non-precision approaches and emergency descents. This training lesson will incorporate normal and abnormal operation of aircraft systems. The objective of this training lesson is to let the trainee(s) develop a feeling for other than normal situations. The trainee(s) will be expected to achieve the stated objectives and demonstrate smooth flight control.

EVENTS:

Pre-Flight Briefing

Cockpit Setup

Flows

Checklist procedures

Stall warning systems failures

APU or ground power

Engine Start

Crew Resource Management

Pre-start procedures

No ITT start procedures

After start procedures

Taxiing

Pre takeoff checklists

Daily checks

Icing equipment checks

Take-off

Cross wind (maximum demonstrated)

Instrument

Climb

Area departure

IMC Conditions (icing conditions)

Climb to FL200

In-Flight Maneuvers

Normal flight leading to a rapid decompression

Descent

Emergency Descent

Approaches

ILS approach (no auto-pilot or flight director)

Non-precision approaches

Landings

Cross wind from an ILS approach

Rejected landing at 50 feet from an ILS approach

Cross wind from a non-precision approach

After Landing

Taxiing

After landing checklist

Parking

Securing Aircraft (APU or external power)

Systems Procedures During Airborne Phase

Fuel system failures

CPCS system failures

Rapid Decompression

Oxygen mask procedures

Post Flight Briefing

Review any unsatisfactory areas relative to normal procedures and basic systems knowledge.

Review any unsatisfactory areas relative to abnormal system operations or failures

Emphasize careful review of checklists, flows and profiles for the next training period.

Assign preparation of aircraft performance data information for the next session

Supply all necessary environmental and aircraft informational.

Assign review of checklist for new events.

SIMULATOR TRAINING:

A. Simulator (SIM-4) Module

1.0 Hours Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hours Debriefing

1. This training lesson will review the profiles for rejected take-off instrument takeoffs, ILS approaches, non-precision approaches, circle to land approaches single engine approaches and landings and ground evacuation procedures.. This training lesson will incorporate normal and abnormal operation of aircraft systems. The objective of this training lesson is to let the trainee(s) develop a feeling for other than normal situations. The trainee(s) will be expected to achieve the stated objectives and demonstrate smooth flight control.

EVENTS:

Pre-Flight Briefing

Cockpit Setup

Flows

Checklist procedures

Auto-pilot (MEL'd INOP)

APU or ground power

Engine Start

Crew Resource Management

Pre-start procedures

Normal Start

After start procedures

Taxiing

Reposition to runway end

Take-Off

Rejected take-off

Instrument take-off

Engine failure at V1

Climb

Area departure

IMC conditions

In-flight Maneuvers

Engine re-start in flight

In-flight engine fire

Descent

Normal

Approaches

ILS approach (no auto-pilot)

Missed approach

ILS approach (single engine)

Non-precision approach (circle to land)

Landings

Zero Flap landing

Circle to Land

After landing

Ground evacuation

Taxiing

After landing checklist

Parking

Securing Aircraft (APU or external power)

Systems Procedures During Airborne Phase

ECS system failure

Hydraulic system failures

Engine failure in flight

Engine fire in flight

Engine restart in flight

Systems Procedures During Ground Phase

Ground evacuation

Post Flight Briefing

Review any unsatisfactory areas relative to normal procedures and basic systems knowledge.

Review any unsatisfactory areas relative to abnormal system operations or failures

Emphasize careful review of checklists, flows and profiles for the next training period.

Assign preparation of aircraft performance data information for the next session

Supply all necessary environmental and aircraft informational.

Assign review of checklist for new events.

SIMULATOR TRAINING:

A. Simulator (SIM-5) Module

1.0 Hours Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hours Debriefing

1. This training lesson will review the profiles for rejected take-off wind shear on takeoff, ILS approaches, non-precision approaches, single engine approaches and landings and single engine missed approaches. This training lesson will incorporate normal and abnormal operation of aircraft systems. The objective of this training lesson is to let the trainee(s) develop a feeling for other than normal situations. The trainee(s) will be expected to achieve the stated objectives and demonstrate smooth flight control.

EVENTS:

Pre-Flight Briefing

Cockpit Setup

Flows

Checklist procedures

APU or Ground power

Normal Engine Start

Crew Resource Management

Pre-start procedures

Start procedures

Hot and hung start

After start checklist

Taxiing

Pre takeoff checklists

NWS failure

Take-off

Rejected take-Off

Take-Off with wind shear

Engine failure at V1

Climb

Area departure

IMC conditions

In-Flight

FMS (insert waypoint and hold at waypoint)

Descent

Normal

Approaches

ILS approach (engine feathered)

ILS approach (standby instruments)

Non-precision approach (single engine)

ILS approach (single engine)

Landings

Crosswind

With Engine feathered

Single engine

After Landing

Taxiing (single engine)

After landing checklist

Parking

Systems Procedures During Airborne Phase

Propeller malfunctions

Display failures

Use of standby instruments

Systems Procedures During Ground Phase

NWS failure

Post Flight Briefing

Review any unsatisfactory areas relative to normal procedures and basic systems knowledge.

Review any unsatisfactory areas relative to abnormal system operations or failures

Emphasize careful review of checklists, flows and profiles for the next training period.

Assign preparation of aircraft performance data information for the next session

Supply all necessary environmental and aircraft informational.

Assign review of checklist for new events.

SIMULATOR TRAINING:

A. Simulator (SIM-6) Module

1.0 Hours Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hours Debriefing

1. This training lesson will review the profiles for rejected take-off wind shear on takeoff, ILS approaches, non-precision approaches, single engine approaches and landings and single engine missed approaches. This training lesson will incorporate normal and abnormal operation of aircraft systems. The objective of this

training lesson is to let the trainee(s) develop a feeling for other than normal situations. The trainee(s) will be expected to achieve the stated objectives and demonstrate smooth flight control.

EVENTS:

Pre-Flight Briefing

Cockpit Setup

Flows

Checklist procedures

APU or Ground poser

Engine Start

Instructor quick start

Taxiing

Pre takeoff checklists

Take-off

Engine Failure at V1

Crosswind

Climb

IMC conditions

In-Flight Maneuvers

Engine restart (instructor quick start)

Descent

Normal from local area for approaches

Approaches

ILS approach (single engine flaps 32°, reconfigure, continue missed approach)

ILS approach (single engine flaps 32°, immediate missed approach)

ILS approach (single engine flaps 32°, continue missed approach)

ILS approach (single engine flaps 32°, continue)

Landings

From ILS single engine

Crosswind (contaminated runway)

After Landing

Taxiing

After landing checklists

Parking

Systems Procedures During Airborne Phase

Smoke in Cockpit

Post Flight Briefing

Review any unsatisfactory areas relative to normal procedures and basic systems knowledge.

Review any unsatisfactory areas relative to abnormal system operations or failures

Emphasize careful review of checklists, flows and profiles for the next training period.

Assign preparation of aircraft performance data information for the next session

Supply all necessary environmental and aircraft informational.

Assign review of checklist for new events.

SIMULATOR TRAINING:

A. Simulator (SIM-7) Module

1.0 Hours Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hours Debriefing

1. This training lesson will review the profiles for rejected take-off wind shear on takeoff, ILS approaches, non-precision approaches, single engine approaches and landings and single engine missed approaches. This training lesson will incorporate normal and abnormal operation of aircraft systems. The objective of this training lesson is to let the trainee(s) develop a feeling for other than normal situations. The trainee(s) will be expected to achieve the stated objectives and demonstrate smooth flight control.

EVENTS:

Pre-Flight Briefing

Cockpit Setup

Flows

Checklist procedures

APU or Ground power

Engine Start

Crew Resource Management

Pre-start procedures

Battery start

Engine hot start

After start procedures

Taxiing

Pre take-off checklists

No daily checks

Take-Off

Instrument

Crosswind

Engine failure at V1

Rejected take-off

Climb

Local area departure

IMC conditions

In Flight Maneuvers

FMS holding

Steep turns

Clean configuration stall

Take-off configuration stall

Landing configuration stall

Descent

Normal

Approaches

Non-precision approach (single engine flaps 20°) (missed approach)

ILS approach (single engine flaps 20°) (landing)

Non-precision approach (circle to land)

Landings

Single engine

Circle to land

After Landing

Taxiing

Ground Evacuation

Systems Procedures During Ground Phase

Engine fire on take-off

Ground evacuation

Cabin Fire

Post Flight Briefing

Review any unsatisfactory areas relative to normal procedures and basic systems knowledge.

Review any unsatisfactory areas relative to abnormal system operations or failures

Emphasize careful review of checklists, flows, and profiles for the next training period.

Assign preparation of aircraft performance data information for the next session

Supply all necessary environmental and aircraft informational.

Assign review of checklist for new events.

SIMULATOR TRAINING:

A. Simulator (SIM-8) Module

1.0 Hours Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hours Debriefing

1. This training lesson will review the profiles for rejected take-off wind shear on takeoff, ILS approaches, non-precision approaches, single engine approaches and landings and single engine missed approaches. This training lesson will incorporate normal and abnormal operation of aircraft systems. The objective of this training lesson is to let the trainee(s) develop a feeling for other than normal situations. The trainee(s) will be expected to achieve the stated objectives and demonstrate smooth flight control.

EVENTS:

Pre-Flight Briefing

Cockpit Setup

Flows

Checklist procedures

APU or Ground power

Normal Engine Start

Crew Resource Management

Pre-start procedures

Start procedures

After start checklist

Taxiing

Daily Checks

Pre-Takeoff checklists

Take-off

Cross Wind

Instrument

Engine failure at V1

Rejected

Climb

Normal

Local area departure

In Flight Maneuvers

Normal

Engine air start

Descent

Normal

Approaches

ILS approach (single engine flaps 20°)(landing)

Non-precision approach (single engine flaps 20°)(missed approach)

ILS approach (single engine flaps 32° continue) (missed approach) (missed approach)

Visual approach (no flaps)

Landing

Single engine

No flaps

After landing

Taxiing

After landing checklists

Parking

Systems Procedures During Airborne Phase

Flap failure

Engine air start

Post Flight Briefing

Review any unsatisfactory areas relative to normal procedures and basic systems knowledge.

Review any unsatisfactory areas relative to abnormal system operations or failures

Emphasize careful review of checklists, flows and profiles for the next training period.

Assign preparation of aircraft performance data information for the next session

Supply all necessary environmental and aircraft informational.

Assign review of checklist for new events.

SIMULATOR TRAINING:

A. Simulator (SIM-9) LOFT Module

1.0 Hours Briefing

2.0 Hours Single Pilot

4.0 Hours Two Pilots

0.5 Hours Debriefing

1. The crew will fly one of the FAA approved LOFT scenarios. Each approved scenario will contain two segments; one representative segment containing strictly normal operating procedures from the pre-start check at one airport to arrival at another, the second flight segment will contain training in abnormal and emergency flight operations. The instructor will brief the crew on the LOFT scenario including the training objectives and the role of the instructor. The instructor is considered "not present" except as ATC or another ground based entity and as the Flight Attendant. The crew will be advised that LOFT is no-jeopardy training, the instructor does not issue a passing or failing grade. Crewmember performance deficiencies will result in additional training. The training can be in any form.

EVENTS:

LOFT

Scenarios #1 through #6

Post Flight briefing

Will include feedback on crew performance. Positive comments regarding crew performance will be emphasized as well as performance which needs improvement. Crew members will also be afforded the opportunity to critique and analyze their own performance.

APPENDIX 6

COMPLIANCE CHECKLIST

This checklist applies to the DO-328 aircraft. Compliance with the following Federal Aviation Regulations and FAA policies has been established where possible as indicated, based on an examination of a DO-328. Items that are identified as "CHDO" need to be evaluated by Principal Inspectors at the Certificate Holding District Office prior to the DO-328 being used in FAR 121 revenue service. Items marked "complies" have either been found to directly comply with the applicable rule, or the necessary data or procedures are available to permit assessment of compliance of a DO-328 for a particular operation (e.g., as for takeoff obstacle clearance assessment pertinent to FAR 121.189). Items marked NA are not applicable to the DO-328 aircraft.

FAR 91

91.9	Civil aircraft flight manual, marking, and placard requirements.	Type design complies.
91.21	Portable electronic devices.	CHDO
91.117	Aircraft speed.	Type design complies.
91.191	Category II Manual. Under FAR Part 91.	CHDO if operated
91.203	Civil aircraft: Certifications Required. except (a)(2) and (b)	Type design complies, CHDO
91.205	Powered civil aircraft with standard category U.S. except (b)(11) airworthiness certificates; instruments and equipment requirements.	Type design complies, CHDO
91.207	Emergency locator transmitters.	Type design complies.
91.209	Aircraft lights.	Type design complies.
91.211	Supplemental Oxygen.	Type design complies.
91.213	Inoperative instruments and equipment.	Type design complies, MMEL available.
91.215	ATC Transponder and altitude reporting equipment and use.	Type design complies.
91.217	Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference.	Type design complies.
91.219	Altitude alerting system or device; turbojet powered civil airplanes.	Type design complies.
91.221	TCAS	CHDO
91.409	Inspections.	CHDO

91.411	Altimeter system and altitude reporting equipment tests and inspections.	CHDO
91.413	ATC transponder tests and inspections.	CHDO
91.415	Changes to aircraft inspection programs.	CHDO
91.503	Flying equipment and operating information and procedures comply.	Type design checklists CHDO
91.511	Radio equipment for overwater operations.	Type design complies, CHDO
91.513	Emergency equipment.	CHDO
91.517	Smoking and safety belt signs.	Type design complies.
91.519	Passenger briefing.	CHDO
91.521	Shoulder harness.	Type design complies.
91.525	Carriage of cargo.	Type design complies.
91.527	Operating in icing conditions. requirements for (b) and (c)	Type design met -
91.603	Aural speed warning device.	Type design complies.
91.605	Transport category civil airplane weight limitations.	Weight, balance, and performance information is available for compliance. CHDO
91.607	Emergency exits for airplane carrying passengers for hire.	Type design complies.
91.609	Flight recorders and cockpit voice recorders.	Type design complies.
91.805	Final compliance: Subsonic airplanes. (Stage 3)	Type design complies.

FAR 121

121.141	Airplane or rotorcraft flight manual	Type design AFM complies. CHDO
121.153	Aircraft requirements: general.	CHDO
121.157	Aircraft certification and equipment requirements	Type design complies with (b).
121.173	General.	Type design complies with (b) and (d).

121.189	Transport category airplanes: turbine engine powered; takeoff limitations.	Type design complies. CHDO
121.191	Transport category airplanes turbine engine powered; en route limitations: one engine inoperative.	Type design complies. CHDO
121.195	Transport category airplanes: turbine engine powered; landing limitations: destination airports.	Type design complies. CHDO
121.197	Transport category airplanes: turbine engine powered; landing limitations: alternate airports.	Type design complies. CHDO
121.215	Cabin interiors.	Type design complies.
121.217	Internal doors.	Type design complies.
121.219	Ventilation.	Type design complies.
121.221	Fire precautions.	Type design complies.
121.223	Proof of compliance with 121.221 .	Complies.
121.231	Fuel system lines and fittings.	Type design complies.
121.233	Fuel lines and fittings in designated fire zones.	Type design complies.
121.235	Fuel valves.	Type design complies.
121.237	Oil lines and fittings in designated fore zones.	Type design complies.
121.241	Oil system drains.	Type design complies.
121.243	Engine breather lines.	Type design complies.
121.245	Fire walls.	Type design complies.
121.247	Fire wall construction.	Type design complies.
121.249	Cowling.	Type design complies.
121.251	Engine accessory section diaphragm.	Type design complies.
121.253	Powerplant fire protection.	Type design complies.
121.255	Flammable fluids.	Type design complies.

121.257	Shutoff means.	Type design complies.
121.259	Lines and fittings.	Type design complies.
121.261	Vent and drain lines.	Type design complies.
121.263	Fire-extinguishing systems.	Type design complies.
121.265	Fire-extinguishing agents.	Type design complies.
121.267	Extinguishing agent container pressure relief.	Type design complies.
121.269	Extinguishing agent container compartment temperature.	Type design complies.
121.273	Fire-detector systems.	Type design complies.
121.275	Fire detectors.	Type design complies.
121.277	Protection of other airplane components against fire.	Type design complies.
121.279	Control of engine rotation.	Type design complies.
121.281	Fuel system independence.	Type design complies.
121.283	Induction system ice prevention.	Type design complies.
121.285	Carriage of cargo in passenger compartments.	CHDO
121.287	Carriage of cargo in cargo compartments.	CHDO
121.289	Landing gear: aural warning device.	Type design complies.
121.291	Demonstration of emergency evacuation procedures	Complies, except (b) through (e). CHDO
121.303	Airplane instruments and equipment.	Type design complies.
121.305	Flight and navigational equipment.	Type design complies.
121.307	Engine instruments.	Type design complies.
121.308	Lavatory fire protection.	Type design complies.
121.309	Emergency equipment.	Type design complies, except (b)(1). CHDO

121.310	Additional emergency equipment.	Type design complies. CHDO responsible for (b), (c), (d), (f), (g), (h) and (l). NA for (j) and (k).
121.311	Seats, safety belts, and shoulder harnesses.	Type design complies. CHDO
121.312	Materials for compartment interiors.	Type design complies. CHDO
121.313	Miscellaneous equipment.	Type design complies with (a) through (f), CHDO responsible for (g) through (i).
121.315	Cockpit check procedure.	Type design complies. CHDO
121.316	Fuel tanks.	Type design complies.
121.317	Passenger information.	Type design complies, f), (g), and (h). CHDO
121.318	Public address system.	Type design complies.
121.319	Crewmember interphone system.	Type design complies.
121.323	Instruments and equipment for operations at night.	Type design complies.
121.325	Instruments and equipment for operations under IFR or over-the-top.	Type design complies.
121.329	Supplemental oxygen for sustenance: turbine engine powered airplanes.	Type design complies, except (b)(3), (c)(2) and (3). CHDO
121.333	Supplemental oxygen for emergency descent and for first aid: turbine engine powered airplanes with pressurized cabins.	Type design complies, except (c)(2), (3), (4), (d), and (f). CHDO
121.335	Equipment standards.	Type design complies.
121.337	Protective breathing equipment.	Equipment is in compliance; procedures for use in (b) and (c) to be reviewed by CHDO.
121.339	Emergency equipment for extended overwater operations.	CHDO
121.340	Emergency flotation means.	CHDO
121.341	Equipment for operations in icing conditions.	Type design complies.
121.342	Pitot heat indication systems.	Type design complies.

121.343	Flight recorders.	Type design complies.
121.345	Radio equipment.	Type design complies.
121.347	Radio equipment for operations under VFR over routes navigated by pilotage.	Type design complies.
121.349	Radio equipment for operations under VFR over routes not navigated by pilotage or for operations under IFR or over-the-top	Type design complies, except procedures for (d) are responsibility of CHDO.
121.351	Radio equipment for extended overwater operations and for certain other operations.	Type design complies, except (b). CHDO
121.353	Emergency equipment for operations over uninhabited terrain areas: flag and supplemental air carriers and commercial operators.	CHDO
121.355	Equipment for operations on which specialized means of navigation are used.	CHDO
121.357	Airborne weather radar equipment requirements.	Type design complies, (c) responsibility of CHDO.
121.359	Cockpit voice recorders.	Type design complies.
121.360	Ground proximity warning-glide slope deviation alerting system.	Type design complies, except (d) and (e). CHDO
121.369	Manual requirements.	Type design related data and manuals comply, otherwise CHDO.
121.397	Emergency and emergency evacuation duties.	Type design complies. Operator specific functions, CHDO.
121.576	Retention of items of mass in passenger and crew compartments.	Type design complies, otherwise CHDO.
121.579	Minimum altitudes for use of autopilot.	Compliance based on AFM procedures and limitations. CHDO
121.581	Forward observer's seat; en route inspections.	Type design complies.
121.587	Closing and locking of flightcrew compartment door.	Type design complies; operator procedures CHDO.
121.589	Carry-on baggage.	Type design complies; operator procedures CHDO.
121.629	Operation in icing conditions.	Operator procedures, CHDO.

121.652	Landing weather minimums: IFR: All certificate holders.	CHDO
121.397	Emergency and emergency evacuation duties.	Type design complies. Operator specific functions, CHDO.
121.576	Retention of items of mass in passenger and crew compartments.	Type design complies, CHDO.
121.579	Minimum altitudes for use of autopilot.	Compliance based on AFM procedures and limitations. CHDO
121.581	Forward observer's seat; en route inspections.	Type design complies.
121.587	Closing and locking of flightcrew compartment door.	Type design complies; operator procedures CHDO.